IN THE CLAIMS

Please amend the claims as follows:

1. (currently amended) An air induction arrangement for an internal combustion engine, comprising;

an inlet manifold having a first cylinder port and at least a second cylinder port;

a feed passage in the form of a tubular member having an end portion with a longitudinal axis and an end surface lying in a plane transverse but not perpendicular to said longitudinal axis of said end portion, said feed passage having an opening within said inlet manifold and said opening having a periphery;

wherein a first portion of said periphery is distal to the first of said cylinder ports, a second portion of said periphery is proximal to the first of said cylinder ports, and said first portion protrudes further into said inlet manifold than said second portion.

2. (cancelled)

3. (original) An air induction arrangement according to claim 1, wherein the end of the feed passage comprises a tubular member cut at an angle across a longitudinal axis thereof.

4. (original) An air induction arrangement according to claim 1, wherein said periphery has a substantially elliptical shape.

5. (original) An air induction arrangement according to claim 1, wherein said feed passage comprises an elbow positioned at least partially within said manifold.

6. (original) An air induction arrangement according to claim 5, wherein said elbow extends less than 90 degrees.

7. (original) An air induction arrangement according to claim 1, wherein said feed passage has a flange for connecting said feed passage to said inlet manifold.

8. (original) An air induction arrangement for an internal combustion engine, comprising:

an inlet manifold having a plurality of cylinder ports;

a feed passage having an opening within said inlet manifold, said opening being formed such as to hinder air departing from said opening from traveling away from a majority of said cylinder ports.

9. (original) An air induction arrangement according to claim 8, wherein said feed passage is a tubular member having an end portion with a longitudinal axis and an end surface lying in a plane transverse but not perpendicular to said longitudinal axis of said end portion.

10. (original) An air induction arrangement according to claim 8, wherein the end of the feed passage comprises a tubular member cut at an angle across a longitudinal axis thereof.

11. (original) An air induction arrangement according to claim 8, wherein said feed passage comprises an elbow positioned at least partially within said manifold.

12. (original) An air induction arrangement according to claim 11, wherein said elbow extends less than 90 degrees.

13. (original) An air induction arrangement according to claim 8, wherein said feed passage has a flange for connecting said feed passage to said inlet manifold.

14. (original) An air induction arrangement for an internal combustion engine, comprising:

an inlet manifold having a plurality of cylinder ports;

a feed passage having an end within said inlet manifold, said end including means for hindering air departing from said feed passage from travelling away from a majority of said cylinder ports.

15. (original) An air induction arrangement according to claim 14, wherein said feed passage is a tubular member having an end portion with a longitudinal axis and an end surface lying in a plane transverse but not perpendicular to said longitudinal axis of said end portion.

16. (original) An air induction arrangement according to claim 14, wherein the end of the feed passage comprises a tubular member cut at an angle across a longitudinal axis thereof.

17. (original) An air induction arrangement according to claim 14, wherein said feed passage comprises an elbow positioned at least partially within said manifold.

18. (original) A method of operating an internal combustion engine, comprising:

supplying air to a combustion site;

supplying fuel to a combustion site;

combusting said fuel and air; and

reducing particle emissions from said combustion step by supplying air to the combustion site via an air induction arrangement according to claim 1.

19. (original) A method of operating an internal combustion engine, comprising:

supplying air to a combustion site;

supplying fuel to a combustion site;

combusting said fuel and air; and

reducing particle emissions from said combustion step by supplying air to the combustion site via an air induction arrangement according to claim 8.

20. (original) A method of operating an internal combustion engine, comprising:

supplying air to a combustion site;

supplying fuel to a combustion site;

combusting said fuel and air; and

reducing particle emissions from said combustion step by supplying air to the combustion site via an air induction arrangement according to claim 14.

21. (previously presented) An air induction arrangement according to claim 1 wherein said feed passage feeds air into an interior space within said inlet manifold.

22. (previously presented) An air induction arrangement according to claim 1 wherein said feed passage is partially located outside said inlet manifold.

23. (previously presented) An air induction arrangement according to claim 21 wherein said feed passage is partially located outside said inlet manifold.

24. (currently amended) An air induction arrangement for an internal combustion engine, comprising;

an inlet manifold defining an interior space, said inlet manifold having a first port adapted to deliver air from the interior space to a first engine combustion chamber and at

least a second port adapted to deliver air from the interior space to a second engine combustion chamber;

a feed passage for feeding air into the inlet manifold interior space, said feed passage having an end portion with a longitudinal axis and an end surface lying in a plane transverse but not perpendicular to said longitudinal axis of said end portion, said feed passage further having an opening located within said inlet manifold space, said opening having a periphery and a configuration;

wherein the configuration of said feed passage opening is at least one of (a) a configuration such as to hinder air departing from said opening from traveling away from a majority of the manifold ports, (b) a configuration such that a first portion of said periphery is distal to one of said manifold ports, a second portion of said periphery is proximal to said one of said manifold ports, and said first portion protrudes further into said inlet manifold interior space than said second portion, and (c) a configuration including means for supplying air to the combustion chambers in a manner to reduce particle emissions from air-fuel combustion in the combustion chambers.

25. (previously presented) An air induction arrangement according to claim 24 wherein said feed passage is partially located outside said inlet manifold.

26. (previously presented) An air induction arrangement according to claim 8, wherein said opening is formed such as to hinder air departing from said opening from traveling away from all of said cylinder ports.

27. (previously presented) An air induction arrangement according to claim 24, wherein configuration a) is a configuration such as to hinder air departing from said opening from traveling away from all of said cylinder ports.